

INFORMATION REPORT - INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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1. The electrification of the main railroad line between Budapest and Miskolc has been completed as far as Gödöllő.
2. The principal reason for the poor state of the track generally is a shortage of rails. Full-scale maintenance and replacement is only attempted on the most important main lines. Projects for new construction or improvements to existing rail networks are delayed by shortages. The railroad authorities have made available the rails from little used sidings that have been dismantled.
3. In 1953 or 1954 the Soviets instructed the Hungarian State Railways (MAV) to design and build a device for changing the axles of through passenger coaches at Zahony from standard to broad gauge and vice versa. This device was made, tested, improved and put into use. In 1954 the Soviets sent a team of experts to examine it. Recently, however, the Soviets declared they had discovered a "new" device for changing axles which they were introducing at Csap. They ordered that in the future all such axle changing was to be done in Csap and not at Zahony. The Hungarian railroad officials were disgusted by this piracy of their invention.
4. The estimated locomotive park is 2,100. Many locomotives of type 411 bought after the war are in need of replacement. Their performance was very good. The Hungarian locomotive factory MAVAG delivered no single locomotive to MAV in the first five months of 1955. This is causing grave concern as a locomotive crisis threatens.
5. Fully automatic signal systems have been introduced on the lines Budapest-Hegyeshalom and Budapest-Zahony and are working well. Similar systems are partly installed on the line Budapest-Székesfehérvár and will be introduced shortly on the lines Budapest-Miskolc-Satoralja-Ujhely and Miskolc-Banréve. The signalling system is similar to that already widely used in Western countries and has no new features.

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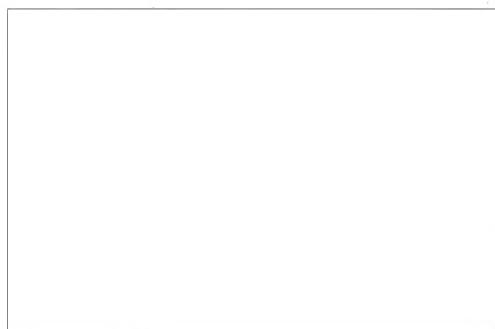
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6. The Soviet Prize-winner and Stakhanovite Fanyin toured Hungary giving instructional lectures and demonstrations to MAV. At one such demonstration he burned out a bearing on a type H24 locomotive. This caused great satisfaction to MAV employees to whom had been very condescending. The local MAV authorities were held responsible for the damage.

1. [redacted] Comments: Probably UNRRA.

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